## BUSINESS OF THE RAILWAYS

Slight Falling Off in Freight Handled by Indianapolis Lines Last Week.

Lack of Engines and a Holiday Assigned as the Reason-Demurrage Charges Held to Be Legal by Georgia's Supreme Court.

The train records show that 774 fewer loaded cars were received and forwarded at this point last week than in the week ending Dec. 19. A holiday in the week in which no local freight trains were run is one of the reasons of the falling off, and a shortage of power another reason assigned. With every road centering here more difficulty is experienced in furnishing power to move the business than in furnishing cars; meantime, loaded cars are accumulating in yards at terminals. There is an increased movement of empty cars, and the trainsheets show this increase to be west-bound. The St. Louis division of the Big Four hauled west-bound 393 empty cars, against 28 brought in: the Vandalia, 387, against 41 brought in, and the roads east of here show about the same proportion of empty cars brought in as compared with those hauled in the opposite direction, which shows that the Eastern trunk lines are observing their promise to send empties West, not waiting to load them. As for some time past, the larger per cent. of the east-bound tonnage is grain and flour; still there is rather more than the ordinary tonnage of miscellaneous freights, such as cutton, hard-wood lumber, staves, heading and poultry. The shipments of cattle East are seldom lighter, while the shipments of hogs are larger than ever in the history of the Indianapolis stock-yards. West-bound traffic, as usual during holiday weeks, is at a minimum. Of late years west-bound freight rates have been so well maintained that the shipments are more in conformity to the season, consequently a light west-bound business is looked for up to February. Shipments of iron structures, such as bridges and trestles, and of anthracite coal and coke, are heavier than at the corresponding period last year. Transcontinental-line shipments are heavier than usual. Rates have adjusted themselves to the classes of business which are usually shipped to the Southwest and Pacificcoast points, and the relations between roads and the shippers are much more pleasant than in former years, when transcontinental line rates were demoralized, Local business, which has been unusually active the last few weeks, will likely drop off somewhat in the next eix weeks. Still it bids fair to exceed the volume of preceding years. Indiana coals will now again come on the market, and this will help local business. The millers and starch-makers are anxious to get more wheat and corn. Hogs continue to come by hundreds of car-loads, which, with fair receipts of cattle, makes business good at the stock-yards. Below is given the num-ber of loaded cars received and forwarded at this point for the week ending Dec. 26, as compared with the corresponding week of the preceding three years:

Name of Road.	Louned curs,	Loaded cars, 1890	Loaded cars, 1889	Loaded cars,
L., N. A. & C., Air-line	298	302	307	230
I. D. & W	402	372	402	432
C., H. & D. (Ind'p'l's div.)	792	714	710	500
L. E. & W	539	464	454	302
(I. & V	294	466	486	382
Dannie Iman J., M. & L.	845	1,662	793	613
Case godiv	380	467	367	219
(Col'b's div	1,864	Company of the Compan	1,529	1,968
Peoria & East div	1,304	991	762	569
Eastern Westdiv	1,382	1,245	901	505
Chicago div	2,580		1,881	1,694
Big Four   Ci'e'n'atidiv	3,348	2,392	2,579	1,777
lines   St. Louis div	2,037	1,499	1,860	1,488
Cl'v'I'nd div	1,900	1,913	2,033	1,656
Vandalia	1,957	1,769	2,021	2,168
Totals	19,722	17,263	17,093	14,512
Empty cars	5,106		4,772	
Total movement	24,828	21,775	21,865	18,528

Legality of Domurrage Charges. As there are now car-service associations at nearly every important railroad point in the country, and as, without exception, they are having more or less trouble in collecting demurrage charges after a car has been in position to load or unload for forty-eight hours, the decision of the Supreme Court of Georgia will be read with interest by railroad men, shippers and consignees. In the case of Miller & Co. vs. The Georgia Railroad Company, being an appeal from a decision in the lower court at Atlanta, Ga., in favor of the railpaid demurrage charges, the court suscharges to be legal. The decision is as fol-

First-It is competent for a common carrier whose customers, at their option, have the privi-lege of unloading for themselves the vehicles in which their freights are shipped, to adopt and enforce a regulation as to the time within which the vehicles may be unloaded free of any expense for storage, and to fix a reasonable rate per day at which storage will thereafter be charged for the use of such vehicles so long as they remained uploaded.

Second—A rate of one dollar per day for each ratiroad car thus devoted to the use of storing freight is not necessarily unreasonable, because cars are of different sizes and vary in capacity, nor because a fraction of a day is charged for as a whole day, nor because the customary rate of storage in warehouse or elevator is much lower; nor is it, as a matter of law, unreasonable for

Third-A particular common carrier, though a corporation, makes a regulation its own by adopting it and acting upon it, irrespective of the source from whence it is derived, and, therefore, that it was promulgated by a person or board of persons representing a combination of such carriers would make no difference. Fourth—As between the carriers and customers, who have notice of the regulation before shipments are made, the regulation is operative whether indicated upon bills of lading or not, and whether the shipments are made to the order of the consignor, with the customary direction to notify the customer, or directly to the customer

Fifth-In constructing the phraseology of a regulation expressed in this language: "It beaced and remain accessible to the consignee for the purpose of unloading during the period in which held for demarrage, and that when the period for such demurrage charge commences hey are to remain accessible to the consignee for unleading purposes," the course and exigencies of business are necessarily to be regarded, and hence the cars after their arrival at destination. hough not kept accessible at every moment of time, are to be treated as being and remaining accessible if the carrier is always ready to render them so within the shortest practicable time, not longer than a few hours, after being notified that the customer is ready to unload.

The C., J. & M. to Be Resold.

The reorganizing committee representing the bondholders of the Cincinnati, Jackson & Mackinaw railroad bas declined to complete its bid for the road, and a resale has been ordered. This means that the committee now refuses to pay for the property fecent sale. As security for their bid they deposited in court at Cincinnati \$25,000. This is declared by a decree of Saturday to have been torfeited, and will be held subject to the order of the court. The second sale will include what is as the central division, and is to occur ten days after the publication of the notice. The costs of this sale will be taxed up to the defaulting purchasing committee and it will be held for the difference in the price received at this and the former sale should a less sum be realized at the second than at the first sale. The attorney for the reorganization committee is Robert G. Ingersoil. The refusal to complete the bid was, no doubt, made after consultation with him. He may be able to defeat the order of court taxing the costs and loss on account of the second sale against the reorganization committee, but a United States court is not a thing to be played with, and the distinguished attorney may fail to save the committee from any part of the threatened

Personal, Local and General Notes. George Bradbury, general manager of the Lake Erie & Western, left for New York resterday to be absent several days. The Erie people are giving their suburban ousiness more attention and are profiting hereby. Their suburban train-service

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teen minutes in the early part of the day and evening, the schedule showing that forty suburban trains are sent out every week day.

H. O. Snider has been appointed superintendent of the Pennsylvania Company's shops at Dennison, O., vice S. S. Stifley re-It is stated that the Minneapolis & St. Louis road will, on March 1, be taken out

of the hands of a receiver and come under the control of the Chicago & Rock Island. President Clark, of the Mobile & Ohio road, says he has no intention of resigning, and the friends of the property are satisfied with his methods of handling the road. J. J. Turner, superintendent of the Pittsburg division of the Pennsylvania lines west of Pittsburg, who has been spending the holidays here, left for his headquarters

last evening. George F. Hoffmaster, chief clerk in the passenger department of the Kansas City & Wyandotte road, on Jan. 1 becomes the assistant general freight and passenger agent of the road.

Edgar T. Welles, vice-president of the Wabash, who has been West looking over matters for a couple of weeks, has returned to New York much encouraged over the future of this system.

The Paducan, Tennessee & Alabama road is completed to Hollow Fork, Tenn., and on Jan. 1 through sleeping coaches will be put on between St. Louis and Nashville, using this road as part of the line. D. L. Roberts, general passenger agent of the Erie lines, came West to spent the holi-

days with his family, who, after visiting a few days in Indianapolis, will remove to New York for permanent residence. J. E. White, the porter killed in the acci-dent on the New York Central road on Friday, was a member of the Railway Officials' and Employes' Association, from which

his proper representatives were, on Saturday last, paid \$2,000. The Chesapeake & Ohio continues to keep up its record of large increases in earnings from week to week over corresponding weeks of last year, showing an increase this year for the third week in December of

\$34,264.30, the earnings for the week being The resuming of operation at the Clay county mines will be a loss to the Peoria & Eastern road (eastern division), as the shipments of coal west over it the last sixty days from the Ohio Southern road

have been very large, reaching several hundred car-loads a week. Boston capitalists are still investing in the securities of the Lake Erie & Western, arguing that with its light bonded debt, its excellent geographical location, its steadily increasing earnings and its present ener-getic management, it has a bright future,

and can but be a good investment. Everything looks favorable to the Denver & Rio Grande road being extended to the Pacific coast. The road now touches Nebraska, and the Legislature of that State has offered the company a subsidy if it will build across the State. The present man-agement of the road favors such an under-

Cleveland as a railread center is attracting more attention. Several of the Western roads have in the last year established agencies there, and now it is stated that the Northern Pacific, the Union Pacific, and the Great Northern roads will each place representatives in that territory, with Cleveland as headquarters.

been open for business one year, and while it has not yielded a large revenue above the operating expenses and its fixed charges, it has come nearer paying them than the management at the beginning of the year looked for, and the outlook for next year is much more promising. The report of Jonn Newell, president of

The Vandalia's St. Joe extension has now

the Lake Shore road, shows that the management has put a good deal of steekhold-ers' money into the road. In 1890 almost as much money was put into track and equipment betterments as was paid out in divi-dends, and this year \$1,320,000 has been put in betterments to the property.

Two of the trunk lines, parties to an agreement by which tourists, or secondclass sleeping cars were discontinued after Dec. 1, between New England and the West, have been found to be evading the agreement. In consequence General Manager Sargent has decided that the Grand Trunk will resume the hauling of such cars.

By March 1 the Pennsylvania Company expects to be running its trains into Toledo over its new line, using the newly-completed road from Coshocton to Mansfield. O. It will be more of a coal road than anything else. The company is about to purchase 1,300 feet on the river front at Toledo for the purpose of improving its terminal facilities there.

Some complaint is made of the frequency with which the afternoon train over the Cincinnati, Hamilton & Dayton from Cinthere often being a wait on its northern connection at Hamilton of an hour or more. In speaking of this fact Superintendent Neilson said it was a badly managed road which would not wait on connections on its own system.

P. M. Wilkinson, general freight and ticket agent of the Cincinnati & Muskingum Vailey road, has been in the city for a day or two, leaving for his headquarters last night. He states that there has not been a month this year that this road has not shown an increase of \$5,000 to \$10,000 a month over cerresponding months of 1890. As the road is but 148 miles long, and in years past has seen hard times to make both ends meet, Mr. Wilkinson is inclined to be boastful of this year's showing.

On Wednesday last the Royal Blue ex-press train, consisting of four Pullman ears, in running from Philadelphia to Washington, broke the record between those points six minutes. The train was hanied by one of the Baldwin locomotive-works' new compound locomotives, weigh-133,000 pounds. The engine is of a new pattern, has a seventy-two-inch driving wheel and is an experimental engine. The engineer states that sixty miles an hour was reached with no seeming extra strain on

The Denver & Rio Grande road was extremely fortunate, says a resident of Denver, in securing for its president and general manager E. T. Jeffery, formerly with the Illinois Central. Since taking charge he has made himself many friends among the business men of Denver and along the lines, and it is showing good results in an increase of business of all classes. The Denverite says that the outlook for this property was never as bright as at the present time, and that without doubt it will be extended to the Pacific coast in the next few years, if not in the near

C. P. Atmore, general passenger agent of the Louisville & Nashville road, on Jan. 1 begins his twenty-first year in that posi-Mr. Atmore entered the railway serv-March, 1856, serving until May, 1857. as passenger agent of the Louisville, New Albany & Chicago. From May, 1857, until 1862 he occupied various positions in the passenger department of the Jeffersonville, Madison & Indianapolis road; from 1862 to 1868 was general Southern passenger agent, and from 1868 to 1871, general passenger agent of the same road. On Christmas day of 1871 Mr. Atmore accepted the positon of general passenger agent of the "Great Jackson Route" and remained in that place until 1872, when he entered the Louisville & Nashville service, holding then, as now, the position of general pass-

enger agent. A dispatch from Aurora, Ill., says that the Aurora & Chicago interurban railway has been incorporated there with a capital stock or \$1,000,000. The incorporators are William Van Nortwick, of Batavia; W. J. Manning, of Chicago; H. O. Evans, J. J. Luck, John Meridith and John W. Eddy, of Aurora. proposed enterprise is the building of an electric railway to operate between Aurora and Chicago, running mid-way between the Chicago & Northwestern and the Chicago, Burlington & Quincy roads, entering Chicago over the Northern Pacific right of way. Branches are to be built to Batavia, Naperville and other suburban villages on the tines of the above named roads. The projectors expect to have the system in operation in time for

the world's fair. The Main Benefit of Protection.

New York Recorder. Anti-protectionists claim that the cheapening of American manufactured goods has been the result of inventions rather than of tariff. It is true that great discoveries, such as the Bessemer steel process, have greatly reduced manufacturing cost, but were it not for a protective policy the industries in which these processes are used would not have been Americanized. What we used to import we now manufacture, and our ever-growing production has

LOCAL FACTORIES

How West Indianapolis Has Been Made a Thriving Manufacturing Center.

Nicholas McCarty's Enterprise-Increase in Building-Improvements in Many Sheps -Cattle Consumed at Home.

A business man of this city, and who has been a resident here for many years, and watched the growth of the city and its suburbs, in speaking, yesterday, of the growth of West Indianapolis, said that Indianapolis was more indebted to Nicholas McCarty for this thriving suburb than it credited him for. Twenty years ago the ground where West Indianapolis is built was an uninviting spot. He expended a Chandler says the character of their shiplarge sum of money in filling the bayou and cutting down huge sycamores which lined its banks and the banks of the river. He then made a proposition to parties to locate a manufactory over there, out of which has come the Nordyke & Marmon Company's extensive establishment. The parties were timid about locating there on account of the White river overflowing its banks, and he guaranteed them against any damage from high water for the next twenty years. At the time was building a levee from the Vandalia railroad to a point where there could be no danger from back water, and it has protected the ground thus far and is now a solid embankment. Next came the Belt road, which gave West In-dianapolis another boom; then the stockyards, which are second to none in conveniences and provisions for feeding, watering and resting live stock in this country. Mr. McCarty then commenced platting the ground where West Indianapolis now stands, selling lots at low prices and on reasonable terms until fully one-half of the ground was covered with neat and comfortable houses, with schools and churches to accommodate all who wish to attend. In later years he platted additions and sold them to other persons to dispose of as they saw fit. One Indianapolis man purchased 840 of these lots in all and now has a bank chased the lots. Through Mr. McCarty's enterprise more manufactories have been located there until now, with its hundreds of cottages, fine school buildings and num-erous manufactories, West Indianapolis is a large and thriving manufacturing town.

Industrial Notes. At Schmidt's brewery, as well as Lieber's brewery, they are making preparations to use oil for fuel. Last week a pipe to convey oil was completed from Lieber's to Schmidts' brewery.

Harry Smith, proprietor of the oil-tank line, is erecting a large building on the West | Side for handling and storing oil. The Belt Road Company is a laying a switch to the establishment.

The Indianapolis Chair Company is greatly improving the appearance of its large new building by erecting a tower on one corner 160 feet high, and handsomely finshed. The elevator for the establishment will run in this tower.

Business is improving with the stave and heading manufacturers. W. H. Coleman is handling on his Belt-road switch eight or ten car-loads of timber in the rough per week, and shipping out eight or ten car-loads of finished stuff a week. The Laycock Manufacturing Company is making extensive additions to its plant,

putting in new boilers and engine. The works have shut done for a week to give time for placing the engine in position and attaching it to the new boilers. A. A. Barnes, proprietor of the Udeil wooden-ware-works, corrects the state-ment made last week in this department. His new engine is a Lane & Bodley engine,

225 horse-power, and it is proposed to heat the building by steam from the three immense boilers as well as furnish steam for the engine. The Indianapolis coffin-works, which had a hard time for some years in introducing their goods on the market, are now doing an excellent business, shipping their production into a number of Western and

Southern States, as well as doing a good business in Indiana. The Indiana cotton-mill will, in the future, manufacture cotton cloth as well as cotton warps for other mills. In two weeks it will have 150 looms running, looms of the most modern construction. In fact, cinnati is late in arriving at Indianapolis, all the machinery they are placing in the new building is of the most approved type.

One of the most prosperous of Indianapolis laundrymen is considering the establishing of a more extensive plant in a new building to be erected in the early spring, and then taking in his employes to share in the profits, after operating expenses are paid and 6 per cent. interest paid on the money actually invested,

The Van Camp Iron and Hardware Company is building an immense warehouse on the alley near their stores on South Illinois street. The building is 150 feet long by one hundred wide, six stories high and a basement story. With this addition this establishment will occupy more floor room than any other in the city.

The express companies have had an unusually busy holiday season, the three companies handling fully 1,200 more packages at Indianapolis alone than in the holidays of 1860. Extra delivery wagons were put on and still they were unable to deliver all receipts, and were busy Saturday and had several wagons delivering goods yesterday. The Indianapolis terra-cotta-works are in fine shape for the winter, having plenty of orders to fill. Within the last few days these works have been awarded contracts to furnish the terra cotta for fine buildings which are now being erected in Memphis, Tenn., Macon, Ga., Atlanta, Ga., and they have a number of contracts nearer home to

E. C. Atkins & Co. have under contemplation still further enlarging their works the coming year to meet their increasing business. But few Indianapolis industries have grown as rapidly and healthily as has this, having increased its business in thirty years from employing six men to employ-ing three hundred and ten at the present

Usually combines of manufacturing interests result in the decrease of number of employes and a decrease in business, but this is not the case with the Parrott & Taggart branch of the United States Baking Company. It is now working ninety-eight people, thirty more than formerly, and doing a 50 per cent. larger business than ever before.

With the proposed increase in capacity of the present artificial ice manufactories enough will be manufactured next year to supply this market with ice. One of the plante is to have a capacity to turn out ninety tons a day, against forty-five tons the year past, and Kingan & Co. can with but small expense increase their production fifty tons a day.

Contractors state that about 33,000,000 brick have been laid this year, which is about three million more than in 1890, and this number would have bee exceeded but for the labor troubles in the early part of the season. This has been partly overcome, however, by the unusual amount of build-ing which has been carried on in November and December this year, the mild weather admitting of it.

Comstock & Coonse, pump manufacturers. have had so prosperous a year that they will in the early spring probably erect their new building in order to increase their production. They have the ground purchased on which to build it. This year they have been able to dispose of a large per cent, of their production in this State, Ohio and Itlinois, shipping more pumps to the Northwest than usual. When they get into their new building it will be much the largest establishment of this character in the Central States.

It now requires 550 head of cattle a week to supply the Indianapolis market. Most of these cattle are slaughtered at two establishments, and from seventy-five to one hundred dressed beeves are shipped in here weekly. Neither of the larger establishments are shipping any dressed meats to Eastern markets, the prices of cattle being too high to justify doing much in this direction. Indianapolis butchers are now offering a much better quality of meats than in former years, the establishing of two large slaughtering-houses here drawing a better class of beef cattle to this market.

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Union. Indianapolis is becoming as noted for manufacturing establishments which build a good stationary or portable engine as some of the older Eastern cities which once had a monopoly in this business. Mr. ments shows a very healthy tendency. Within the last few days they have shipped engines to Boston, Mass., Trimble, O., Chattanooga, Tenn., Little Rock., Ark., Portland, Ore., San Francisco, and Seattle,

Iowa Corn.

Washington Star A man recently from Iowa says that he saw a farmer standing at the foot of an enormous cornstalk. "How big is your corn?" asked the "I don't know," answered the farmer, "I sent one of my boys up to see a little while ago and I'm worried to death about him."

"No; that's the trouble. The cornstalk's

growin' up faster than be can climb down. She Evidently Meant Business.

"How so? Can't he get back?"

New York Press. "I have heard," said the Chicago schoolmistress, addressing her class of girls, "that some of you are in the habit of using slang. Is it so?" Some blushed, some looked indignant,

but none ventured to reply. "If any of you have acquired such a habit," pursued the schoolmistress with a severe look, "all I've got to say is, you've got to shake it.'

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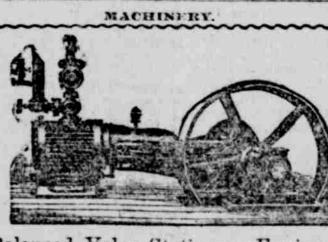
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